

Series I
Correspondence,
1932-1973

Box 1, Folder 2

July 30, 1938 –
March 28, 1939

Frame: 0025

In Reply
Refer To:

U. S. S. CLARK

San Diego, California,
30 July 1938

Commander E.M. Senn, U.S.N.,
U.S.S. ANTARES,
San Pedro, California.

Dear Piggy:-

Don't be startled to hear from me on this coast. About a month ago I left the Bureau of Engineering and came out here in command of the CLARK. She is a fine ship and I hope you may visit us for a trip or otherwise.

What I am writing to you about is this - About two weeks ago we received a chief torpedoman named NETTER. NETTER is not familiar with our type Mk. XV torpedoes and has just put in a request for Asiatic Duty. By letter from Bureau of Navigation, file Nav 630 AP 123 95 09 of 9 June, 1938, the Inspector of Ordnance in Charge, Naval Torpedo Station, Newport, was directed to transfer chief torpedoman NEIL to the U.S.S. CLARK for duty or such duty as Commander Base Force might assign.

As a matter of information, we desire the services of NEIL as he is completely familiar with our Mk. XV torpedoes, and we are interested in knowing in addition what chance NETTER has of getting duty in the Asiatics provided his request is forwarded approved.

With best regards, I am,



10070


0027

San Diego, California,
3 August 1938

Railway Express Agency,
71 2nd St., Near Mission St.,
San Francisco, California.

Gentlemen:-

The enclosed card is herewith returned with the request that you forward this package to myself, addressed as follows: Commander R.W. BATES, U.S.N., U.S.S. CLARK, % Postmaster, San Diego, California.

Yours truly,

R.W. BATES,
Commander, U.S. Navy,
Commanding, U.S.S. CLARK.

0028

San Diego, California,
7 October, 1938.

Commander E.M.Senn, U.S. Navy,
Fleet Personnel Officer,
Commander Base Force Staff,
U.S.S. ARGONNE,
San Pedro, California.

Dear Pinky:

Some years ago when you and I were together a shortage of men of certain ratings developed on the good ship LONG. I went over to see the Fleet Personnel Officer, Commander W.J. Larson, and told him my difficulty. Commander Larson said that he had no men available, and sent me enclosure "A". He gave me permission to communicate with the Fleet Personnel Officer, Commander O.L. Wolfard, on Admiral Reeves Staff, and he stated that I could have anyone that Commander Wolfard saw fit to send me direct. So I communicated with Commander Wolfard and he sent me the ratings desired. As a result of this, I sent Commander Larson enclosure (B).

A shortage of personnel of certain ratings now exists on the CLARK, and I have been to see Lieutenant Commander J.R. Wallace, Personnel Officer on the Staff of Commander Destroyer Flotilla One, and I have seen Lieutenant Commander R.B. Hunt, who holds the same position on the Staff of Commander Destroyers, Battle Force. They have agreed that it would be O.K. for me to write you direct to see if by any possible chance you might have available the following ratings, which you might be willing to order to duty on the CLARK: 1 C.G.M., 1 T.C.lc, 1 Yeo.lc, 1 S.K.lc, 1 E.M.2c.

I am therefore writing to you, to ask you, if you will not send to the CLARK these ratings. The rating particularly necessary is that of chief gunner's mate. The CLARK rates a chief gunner's mate, but we do not have one. We have instead a first class recently received who gets sea-sick thus making him useless at sea, and we are now taking steps to get him transferred to a larger ship.

The CLARK fires Day Division and Night Division Practices, the two weeks beginning October 17 and 24, and as these are most vital practices the need of a competent chief gunner's mate is evident.

0029

I have seen your father several times recently
and he seemed very well indeed.

Best regards with the hope that you can help us
out.

R.W.BATES,
Commander, U.S. Navy,
Commanding, U.S.S. CLARK (361).

0030

In Reply Refer
To File No.
RWB/lts

U. S. S. CLARK

San Diego, California
13 November 1938

My dear Mrs. Baranich:-

I cannot begin to tell you of how much I regret the necessity of writing you this letter. Needless to say it is one of the most painful duties of my life, but, as I desire to acquaint you with the facts concerning the loss at sea of your beloved son, Michael Leonard Baranich Jr, I have no alternative.

Your son, as you know, was serving on board this vessel as an electricians' mate third class and had served on board since one September 1936, when he reported for duty as a fireman third class.

On the afternoon of nine November 1938, the CLARK was engaged in fleet maneuvers in the Pacific Ocean off San Nicholas Island, which is near Santa Catalina Island and is about seventy miles west of Los Angeles Harbor. At about 5:30 p.m. your son had been temporarily relieved of watch on the ship's electric generators and switchboards and had gone forward to the ships messing compartments for supper. To reach these compartments it is necessary to walk along the open deck of the ship for a distance of about 100 feet. The metal deck in this area is covered with a rubber matting about two feet wide, which extends the entire length of the deck from the living compartments aft to the messing compartments forward. This is to insure firm footing.

Your son went forward to the messing compartment and had his supper and then determined to go aft again to relieve the man who had temporarily relieved him on the generators and switchboards in the engine room. This was about 5:42 pm. Night had fallen, the sky was overcast, a wind of twenty miles per hour was blowing and the sea was rather rough. The wind and sea were from astern - that is the ship was steaming in a direction away from the wind and sea. The speed of the ship was twenty miles per hour.

At this moment the ship was ordered to change course fifty degrees to the left. The whistle was sounded to indicate the turn, and the steering wheel was put over to turn the ship. At that moment spray began to break over the starboard(right) side of the ship, because as a ship turns to the left it leans over to the right and, in some cases, the deck becomes quite wet and even awash - that is sea water comes right in on deck.

0031

In Reply Refer
To File No.

U. S. S. CLARK

Your son, hearing the whistle and noticing that the ship was turning, stopped with four or five other shipmates to wait until the turn had been completed. He was, however, anxious to get back to his duty and decided to go aft despite the wet decks and the seawater which was already beginning to appear on the right hand side of the deck. So he, and the others, went down the deck on the run. But a sea of unusual size suddenly appeared! The others jumped inboard towards the middle line of the ship - to safety, but your son stumbled - the wave hit him - and he disappeared overboard.

His shipmates quickly noticed that he was missing - and cried "man overboard". The life buoy watch promptly threw over the life preserver and the ship was stopped. Astern of the CLARK, in formation, were five destroyers - the CASSIN, the CASE, the DOWNES, the TUCKER, and the CONYNGHAM. These five ships promptly turned on their searchlights and started looking for the man overboard. Several of them dropped life buoys. These life buoys burn at night so that they can be seen by a man in the water as well as by the ships. This search was continued from about 5:45 p.m. until 11:00 p.m. - over five hours - but no trace of him could be found. The CLARK retraced her tracks and recovered her life buoy at the approximate spot where it had been thrown overboard.

In view of the fact that your son was an excellent swimmer and, in view of the fact that a thorough search by six ships in the immediate area where he fell overboard failed to locate him I am firmly convinced that he never had a chance to swim. I believe that he was knocked unconscious by the sea - was carried overboard and didn't come to the surface at all.

His passing is a distinct loss to the Navy. He was an ambitious, clean living, religious high principled young man of the type that the Navy ever seeks. He was an excellent shipmate and was very popular - so much so that his friends called him "Friday" after Robinson Crusoe's Friday, because he was always eager and anxious to help everyone. He was eager to learn and had all ready graduated from the Electrical School at Norfolk, Virginia, and from the Sound Motion Picture Technicians School at San Diego. I know that you were as proud of him as we were.

0032

In Reply Refer
To File No.

U. S. S. CLARK

In closing may I remind you that you have the satisfaction of knowing that your son died in the service of his Flag and Country, which I am sure he preferred to do. When my day comes I hope I shall do likewise.

With deepest sympathy, I am

Yours very sincerely,

Richard W. Bates,
Commander, U.S.Navy,
Commanding U.S.S. CLARK.

Mrs. Mary Baranich,
Box 163
Patton, Pennsylvania.

0033

DD361/P18-1
Serial 493

San Diego, California,
28 November, 1938.

From: Commander R.W. Bates, U.S.N.
To : Commander Destroyer Squadron Three.

Subject: Leave - report return from.

Reference: (a) U.S.Navy Regulations, 1920, Article 1726 (3).
(b) Comdesron 3 Serial P18/00 of 22 November, 1938

1. In accordance with reference (a), I report my return from three (3) days leave commencing 25 November, 1938, and expiring 27 November, 1938, (inclusive) granted by reference (b).

2. Report of leave of absence (N.Nav.296) has been submitted to the Bureau of Navigation.

R.W.BATES

0034

In Reply Refer
To File No.

DD361/P18
Serial 474

RECEIVED
NOV 22 1938

Comdesron Three

U. S. S. CLARK

San Diego, California,
22 November, 1938.

From: Commander R.W. Bates, U.S.N.
(Commanding Officer)
To : Commander Destroyer Squadron Three.
Subject: Leave - request for.

1. It is requested that I be granted four (4)
days leave of absence commencing on or about 23 November, 1938.

2. If this request is granted my address while on
leave will be:
702 Paru Street,
Alameda, California.

3. I am not a member of any court or board.

R.W. Bates.
R.W. BATES

FIRST INDORSEMENT
FC3/P18/00

DESTROYER SQUADRON THREE
U.S.S. CLARK, Flagship

San Diego, Calif.,
22 November 1938

From: Commander Destroyer Squadron THREE.
To : Commander R.W. Bates, U.S. Navy.
(Commanding Officer, U.S.S. CLARK).

1. Returned approved.

A. S. Hickey.
A. S. HICKEY.

0035

REPORT OF LEAVE OF ABSENCE

(SEE INSTRUCTIONS BELOW)

U.S.S. CLARK (361) (Ship or Station) 28 November, 1938. (Date)

From: Commander R.W. Bates, U.S. Navy. (Commanding Officer)

To: BUREAU OF NAVIGATION, NAVY DEPARTMENT.

Subject: { Report of leave of absence.
Report of authorized delay counting as leave of absence.

In conformity with requirements of U. S. Navy Regulations, I report the following leave of absence taken by:

R.W. Bates (Name, surname first) Commander, USN. (Signal number) 703
under orders of Comdesron Three, dated 22 November, 1938.

NOTE.—Use either (a) or (b). Do not use both for same leave.

- (a) Leave: Total number of days, *including* any travel time 3
(b) Delay counting as leave or leave between stations: Total number of days, *excluding* preparation period of 4 days and *excluding* allowance for travel time from old to new station via shortest usually traveled route _____

Commencing with 25 November,, 1938 Insert inclusive dates to agree
Expiring with 27 November,, 1938 with number of days leave.
(See instructions)

R.W. BATES (Commanding Officer)

INSTRUCTIONS

1. The day of departure from station or duty counts as a day of duty; the day of return as a day of leave. This refers to leave taken when not detached from ship or station (see Article 1727, Navy Regulations).
2. In cases of authorized delay counting as leave, this form should be submitted in *addition* to the B-slip form.
3. This report will be made at expiration of leave by the immediate superior of the officer to whom the leave is granted and forwarded immediately to the Navy Department (Bureau of Navigation). Care must be taken to insure that correct number of days of leave is reported and corresponds with the inclusive dates reported.

0036

San Diego, California
21 December 1938

From: Commander R. W. Bates, U.S.Navy.
To : Commander Destroyer Squadron THREE.

Subject: Leave - request for.

1. It is requested that I be granted seven (7) days leave of absence commencing on or about 22 December, 1938.
2. I am not a member of any court or board.
3. If this request is granted my address while on leave will be:

727 Paru Street,
Alameda, California.

R. W. BATES

San Diego, California,
3 January, 1939.

Brooks Brothers,
Madison Avenue,
Corner 44th Street,
New York, N.Y.

Gentlemen:

I am sending under separate cover six (6) shirts which I purchased from you, which have shrunk from 16-1/2 to about 15-1/2 to 15-3/4. I have not sent them heretofore as I have struggled to wear them, but now that we are starting on our annual cruise, I am returning them to you for adjustment. This action of mine is based on the instructions conveyed in a letter from you to me dated 21 October, 1938, signature illegible. When these shirts have been returned I will then return the remaining shirts which are in exactly the same unsatisfactory condition.

Please expedite the necessary repairs and return them to me in care of Postmaster, New York, N.Y.

Yours very truly,

R.W.Bates,
Commander, U.S.Navy,
Commanding, U.S.S. CLARK (361).

0038

Gonaives, Haiti
5 January 1939

Dear Sam:

Some time ago this ship fired torpedo practice "Afirm". One torpedo sank at the firing point - one ran erratically - and the remaining four ran true. I had expected better results from our torpedoes because the Chief Torpedoman had just come from the Torpedo Station at Newport and had been working with these same torpedoes and because we had devoted a lot of care to the tests. I started looking around to find out what had happened but nothing could be found for which the ship could be held at fault. I then dropped the matter temporarily to note later performance.

When we fired day division practice one of our two torpedoes ran hot and true, the other did not run full distance for which we took a penalty. Nobody to date, so far as I have heard, could find the cause of this erratic run. It happened, at this time, that, because of unsatisfactory torpedo performances, Commander Christy who had the torpedo desk in BuOrd. was invited to speak before the destroyer Officers on the subject of torpedo failures with particular reference to the Mark XV. Commander Christy stated that even with the most careful inspection by the force at the Torpedo Station at Newport there had been 11% of erratic runs at the Station. They had not lost any torpedoes - they simply had not run true. Those that sunk had been recovered by diving.

When I heard this I spoke to Lieut-Comdr. Riley our squadron gunnery officer who had recently come from the torpedo station at Newport and who had worked directly with these torpedoes - and obtained from him a verification of Commander Christy's figures as I remembered them.

So, mindful of the fact that the torpedoes were not considered satisfactory as yet, and further mindful of the fact that mine had run erratically in the two important practices where more than one torpedo was fired - I decided to submit the matter for decision as to whether the ship or the torpedo design was to be considered at fault.

I now have received a copy of the indorsement of Combat for in which the ship is held responsible, and in which the ship is charged with acting in opposition to established policy. This was not my intention. I believe that the established policy is sound and that ships should be held for failures but I had thought that this policy applied to

items which were considered satisfactory. Evidently I erred and the mistake will not be made again.

You may not have any interest in this matter but, if you do, the above information may be of help.

With best regards, I am, as ever

R. W. BATES

Commander Samuel B. Brewer
Staff Gunnery Officer, Battle Force
U.S.S. CALIFORNIA

In Reply
Refer To:

U. S. S. CLARK

Culebra, V.I.
2 March, 1939.

MEMORANDUM FOR COMMANDING OFFICER, U.S.S. CASSIN.
U.S.S. CONYNGHAM
U.S.S. DOWNES

It is planned to have a dinner for Captain Hickey as a guest of the Squadron at Panama during our stay there. Commander Schuirmann has requested that I act as master of ceremonies. In arranging the dinner I am sending this memorandum in the hope that you will not obligate all your nights in Panama prior to setting the final date. I think one officer on each ship will be all that is necessary to retain on board for watch.

Please advise by signal the number of officers that will attend.

The price will be moderate and once I have ascertained the place and location I will seek you in conference on the subject.

Captain's Personal File

0041

Balboa, Canal Zone,
7 March, 1939.

Memorandum for Commanding Officer, U.S.S. CONYNCHAN
U.S.S. CASSIN
U.S.S. DOWNES

The dinner for Captain Hickey will take place this evening at 1930 at the Balboa Gardens. Uniform civilian clothes.

The charge for the dinner will be \$2.50 plus \$.25 as a tip, total cost \$2.75 each.

R.W. BATES,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (361).

0042

San Diego, California,
20 March, 1939.

Dear Dave:

I do not like to bring up a subject which you think was once settled, but there was a mistake in the oil received by the CLARK while at Balboa. The invoice for the oil received during our fueling did not arrive on board. Perhaps you have forwarded the new one prior to the receipt of this note, but as we are anxious to get our reports in early, I would appreciate your courtesy if you would expedite by airmail at least a copy of the invoice.

It was nice to see you down in Panama, and it brought back to me the happy days while in the Navy Department during the preceding three years. Give my best to the gang. With many thanks to you for the courtesy in straightening out this invoice.

I am as ever your old friend.

Commander D.P. Polatty (SC) U.S.N.
Supply and Accounting Officer,
15th Naval District,
Balboa, Canal Zone.

0043

San Diego, California,
22 March, 1939.

Commander J.J.Ballentine, U.S.Navy,
Operations Officer,
Staff Commander Aircraft, Battle Force,
U.S.S.LEXINGTON.

Dear Ballentine:

A letter of this nature may be surprising to you, but I have always felt that if I am to be of any value to the Navy, information on my performance of any special duty should be available to me so that my failures might not be repeated. As you probably know the CLARK 361 was under my command during Fleet Problem XX, and during this time was under Admiral King. I am interested in knowing his reactions, as I will not have a chance to see either you or him for sometime. I am especially interested in knowing what his reaction is towards the performance of our Squadron, but I am particularly interested in his reaction towards the performance of the CLARK. I realize that we were criticized several times by the Admiral, once for using a 24" searchlight, when a smaller one would have done, and once for not going at higher speed when acting as "Mail" carrier. As regards the 24" searchlight, Commander Destroyer Flotilla One had called for a report by "big light" daily. The Communication Officer on the Staff of Commander Destroyer Squadron Three directed the signalman to use the big light to communicate with Commander Destroyer Flotilla One, but the signalman signalled to the LEXINGTON through error. As regards the signal "Proceed with dispatch" the CLARK was making 20 knots, and had been making 20 knots for about 4 minutes, when the signal was received. I promptly rang up 25 knots, but held this speed but 2 minutes as the CALIFORNIA was quite near.

Duty with the Carriers has been performed by me as Commanding Officer on three destroyers, but I thought that Plane Guard work on this occasion was more difficult than at any previous time, because of the lack of signals from the Carriers, and because of the difficulties connected with signalling by flag and semaphore only. However, the training was very valuable and I think that all the officers obtained an insight to the operations of the air force in action which insight could not have been obtained elsewhere.

I am sorry that our fuel oil consumption was so high, as I wanted to go with the "Raiding Party". However, the CLARK was

0044

8 months out of dock at the time, and had its share of barnacles, so that economical steaming was impossible. This probably made us look a little badly to you. Despite this the CLARK is standing number one in Engineering among the Destroyer Leaders.

This is a long dissertation, but it is really intended as I said before to get your reactions and advice with regard to future performances. The Squadron Commander and the Division Commanders will be detached shortly, and I think it only right that I do all that I can to gain information while it is hot, from those with whom I have served to the end that future performances of the Squadron may be outstanding.

With best regards to yourself and those of the staff that it is my good fortune to know.

I am as ever,

Yours sincerely,

R.W.Bates,
Commander, U.S.Navy,
Commanding, U.S.S.Clark (361).

0045

Navy Yard, Mare Island, Calif.,
28 March 1939

Lieut-Comdr., T.H. Hederman
U.S.S. RALEIGH
% Postmaster New York, N.Y.

Dear Henry:

I arrived in Coronado on Saturday 18 March and that afternoon I went ashore and called up Louise. She answered the phone and stated that she had a bad cold and was not receiving visitors for a few days. So, I waited a few days, then, on Friday last, she received me and am glad to say she looked quite well. I also saw your daughter and Tommy and both seemed in the best of spirits. Your sister-in-law, I regret to say, had not as yet arrived in Coronado so I had to fore-go the pleasure of seeing her. However, I have arranged with Louise that I am to be informed when she arrives in San Francisco and then I shall have the privilege of meeting her.

Our trip back was uneventful excepting for a large roll which we took in the Carribean. This roll did some minor damage to the starboard whaleboat davits and it was a little bit startling. I was talking this morning to Commander Mc Guigan, at the Navy Yard about the roll. He has had considerable to do with the design of these ships, and is of the belief that it just happened that the sea and the ships length and the speed all synchronized.

When we came through Panama we stopped for 4 days at Balboa and there Admiral Wilcox inspected the CLARK somewhat casually, and Admiral Vernou, quite thoroughly. Both of them were highly complimentary and Admiral Vernou, in particular, gave me quite a send off regarding the condition of the ship. He went everywhere, less the enginerooms and the firerooms and, although the inspection was a surprise, we really looked quite well. I have always been sorry that circumstances were such that Admiral Pye was unable to inspect us. I feel confident that had he done so we would have more than met expectations. I have inspected, in recent months, most of the 1850's and the CLARK is markedly ahead of any of them. I know that this sounds like a conceited remark but I have had the Commanding Officers of our sister ships, in particular the WINSLOW and SOMERS, express the same opinion. I believe it to be true. Even the Yard Master Painter wanted to know today how we got our decks in such good shape.

0046

I noticed on the indorsement, the other day, in the leave request of Lieut (jg) Smith and Lieut (jg) Rider, that their leave had been recommended for a limitation, by Commander Destroyer Flotilla ONE, to 15 days, I notice that the indorsement bore Wallace's number and I am interested in knowing whether it applied to the CLARK only. I had thought that my indorsement plainly indicated that the ship had considered the question of the overhaul and was ready to take any action necessary to insure that the work was properly handled.

When we arrived in Panama we gave the Commodore a party at the Balboa Gardens. All officers, except those on duty attended, and, in addition we invited the Commanding Officers of the MC DONOUGH and the WORDEN as well as their Division Commander to attend. The party was a great success--everyone seemed to have a lot of fun and the Commodore thoroughly enjoyed himself.

The Navy Yard is just the same as usual, with the exception that Captain Yates is in the hospital, having been recently operated on for kidney stones. He is reported to be doing well, but no visitors are being received as yet. The Commandant, Admiral Bagley, is on leave, I understand, in the Desert. I presume he is drying out a bit after some of Mare Islands mist. We have only been at Mare Island one day, but the weather seems better than in San Diego; the sun is shining merrily and everybody seems happy. The Yard Workmen are already on board and some work has started. In view of the fact that the CLARK is to go to San Francisco for about 20 days after completing her overhaul I am trying to get the yard to complete us some time before the last day so that we may be cleaned up sufficiently to reflect credit upon our flotilla when we are at the San Francisco Fair.

I have not seen the Fair yet but am highly interested in doing so. Some people are luke warm about the Fair--others highly enthusiastic. My guess is that halfway between the two is the proper average. I designed most of the naval exhibit, particularly the large diorama of the fleet, which I understand has been installed. I feel like an artist must feel when he first sees something he has created. My only hope is that if it is no good I shall be the first one to admit it.

I recently received a letter from Willie Rees saying how pleasant it had been for him during the fleet problem to fly around with the CLARK close at hand, to look out for him. I had written him a letter at about the same time, that he write to me, asking him if he knew I was on the CLARK and telling him how glad we were to have served him. The letters crossed but the ideas were the same. This is what is known as mental telepathy.

Navigation is tearing our squadron to pieces as regards our officers. So far we will lose not only our three Commodores but also Captains Alexander, Crawford, Curts and possibly Pare. Curts is pretty sore as he is to go on the staff of Commander Battle Force as Communication Officer and he wants to remain in command of the CASE. I sympathize with him. Most of these officers have served in command less than one year. The CLARK is likewise getting a kick in the shins, because we are losing Mc Cracken, Rider, Muma, and Ferguson and we have just recently lost Bailey and Heywood. In place of the above, we have so far received Lieut. Gallery as Gunnery Officer. We are going to have a worse situation this summer because with Lieut Gallery at the Gunnery School and Lieut (jg) Smith at the Torpedo School every officer except myself will be new. We therefore will be operating with absolutely green personnel, and this green personnel includes the Squadron Commander and a portion of his staff. Willis has already received orders to the P.G. School. I sincerely hope that, for the good of the squadron, Riley and Sharp remain. Riley is vitally important as the principal tactical man of the staff, as well as gunnery and torpedo officer.

And lastly all of us are interested in knowing what good fortune is to befall Admiral Pye. Is he to return as our Commander Destroyers Battle Force merely a wish - or is he going to get some other assignment where his recognized outstanding qualities can be given full sway? We had hoped that if he did return he was to be Head of the War College. That is out now so, perhaps, he will return. Lets hope so.

This letter of mine has developed into a book so I will sign off before it is too thick to print. Best wishes to yourself, to the Admiral, to the staff and to Commander Thomas. Take good care of yourself when you get up to the big city.

Sincerely yours,

R.W. BATES.

0048

Navy Yard, Mare Island, California,
28 March 1939.

Commander Arthur C. Davis, U.S. Navy,
Bureau of Aeronautics,
Washington, D.C.

Dear Art:

When I was down in San Diego upon our return from our east coast cruise, I learned that a plane - I believe a Douglas Bomber, is leaving San Diego for the east coast about the 10th of April, 1939, and I further heard that planes are coming back from the east coast quite frequently. It struck me that it might be a good idea, under such excellent circumstances, for me to make a hop to Washington and back via the government air route. I called up the Operations Officer at San Diego and he said that the seating was done by the Bureau of Aeronautics. I should like to go east on one of these trips within the immediate future as we are in the Navy Yard and my presence aboard can be adequately spared.

What I am writing to you about is, to ask you if you will go in and see the Operations Officer, and make an arrangement for me to make a flight. All that I have to do is to know reasonably well in advance so that I can get my leave request approved in ample time. I am not setting any definite date since I realize that, to do so, I might limit my chances. Lastly to be quite honest, I have no reason to go to Washington - I am quite content in my job - but I don't want to be forgotten around there, and I also wish to say "hello" to some of my friends, such as yourself.

We had an interesting cruise, although having to go to the Navy Yard, denied us the chance of being present at the critique. During Fleet Problem XX, our Squadron was with the Carriers; LEXINGTON, YORKTOWN, and ENTERPRISE, and the work was highly informative, as it indicated to me how carriers are to be used, both preceding and during a fleet attack.

I guess that you are all delighted that Admiral Towers was made Chief of the Bureau. I haven't found anybody that was not highly pleased that an officer of his reputation, experience and ability should have been placed in such a highly important position. Right will always "out" in the end!

There isn't much going on here - in fact things are exceptionally quiet, and the Navy Yard is functioning smoothly

0049

and satisfactorily insofar as we are concerned. Give my best regards to Kay and to any others that I might know and most certainly say "hello" to Admiral and Mrs. Clark.

Take care of yourself and let me know, when you can, of my chances of making a flight.

As ever,

your old pal,

P.S. I was distressed to hear of the death of "Goose Maile".

0050